

CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
 THE APPRAISAL OF CONTENT IS TENTATIVE.
 (FOR KEY SEE REVERSE)

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1. New Constructions:

a. North/South Taxi-track

This concrete taxi-track, leading SSW from the extreme SW corner of the southern taxi-track, has now been fully completed. The track is 21 m wide, having been laid down in three strips each 7 m wide to a total length of 283.4 m. The concrete has been laid to a uniform depth of 38 cm without any form of metal reinforcing, each individual section being 7.4 m in length.

b. Dispersal Areas

(i) Southern End of North/South Taxi-Track:

At the extreme southern end of the new N-S taxi-track, which has recently been completed, a new concrete taxi-track is being laid down in an easterly direction. To date, one strip, 7 m in width, has been concreted to a total length of 250 m, the concrete being 38 cm thick. An excavation 21 m in width has been made for a total length of 280 m, at which point the track bends approximately 30° northwards, beyond which the excavation has been extended a further 480 m. Work is about to commence on two further strips adjoining the already completed 7-m strip, to give the new track a total width of 21 m. Two concrete-laying machines are being used on this site.

On the northern side of the new concrete strip leading eastwards from the N-S taxi-track, the first concrete has been completed. This hardstand has been laid down in the form of an inverted "U", made up of sections 7m in width and 5 m in length. The three sides are each 21 m in width (3 strips of 7 m) and laid to a depth of 38 cm. The points where the two sides adjoin the taxi-track have been paved to a total

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been widened to a total width of 40 m. The upper connecting track, the upper loop of the inverted "U", has been widened on each side to give it a width of 40 m, but each of these bordering $9\frac{1}{2}$ m wide strips have only been laid to a depth of 20 cm.

Two identical hardstands are being constructed along the northern side of this taxi-track, after the 30° bend.

A similar cleared strip and excavation, 21 m in width, is being prepared west of the extreme southern end of the N-S runway, for a distance of about 1000 m. As yet, no concreting has taken place in this area.

(ii) Southeast Corner of the Southern Taxi-Track:

All work on the preparation of dispersals in the SE corner of the airfield, known under the cover name of Bau Objekt Sued-Ost, has now been officially abandoned. An area about 500 m square had been completely cleared and levelled and all tree roots removed. Preparations had been made for a concrete road approximately 1 km in length to lead off from the SE corner of the southern taxi-track to connect this to the newly prepared clearance, but a visiting Soviet commission is alleged to have stated in June that this area was unsuitable. Since this date, no further work has been undertaken, and the concreting equipment concentrated on the site has been removed to the new construction at the southern end of the N-S taxi-track. The 6 dumbbell-shaped concrete hardstands immediately adjoining the eastern end of the southern taxi-track have been fully concreted and now appear to be serviceable.

c. Clearance North of the Western End of the Main Runway:

Extensive clearing has taken place in the woodlands immediately adjoining the NW corner of the western end of the runway. In this area, the recently arrived air-force construction unit has been mainly concentrated in a tent camp, together with their heavy equipment. At present it is impossible to assess accurately the extent of these clearings. A road leading off from the NW corner of the runway, in the direction of these clearings, has been marked out, but as yet no construction on this has been commenced.

d. New Clearings in Woodlands East of the Airfield:

A party of between 60-80 workmen have been detached from the main airfield site to work on a new clearing that has been commenced in the woodlands near Wuckersee, east of the airfield.

e. Work on the levelling and preparation of the second fuel depot, situated about 2000 m due east of the existing and recently completed No 1 depot, has continued. The road connecting these two installations is now three-quarters of the way completed, the concrete being laid to a width of 10 m.

Concrete roofing sections have been prepared and moved onto the site of the No 1 fuel depot in preparation for the complete covering of the four metal tanks.

f. New Excavation South of the Airfield:

A large excavation is being prepared at a point about 200 m due north of the first completed concrete dispersal area at the southern end of the N-S taxi-track. This excavation is about 50 m in diameter and, to-date, appears to have an average depth of approximately 10 m.

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2. Ammunition Depot Southwest of Grunewald:

Only superficial work now appears to be undertaken in the three brick-built buildings which comprise the "Ammunition Depot" situated in Forest Section 116. A total of two carpenters and two electricians are the only workmen engaged on the project. The wooden roofs of the buildings have recently been tarred and the windows and hatch shutters painted green.

The southernmost of the three buildings have been positively ascertained as having no system of railway lines connecting it to the main depot siding. This building has the same dimensions as the other two and has been lined with a form of vertical corrugated sheeting. It is impossible to ascertain whether this sheeting is made of metal or not. There are four windows in each side wall; these are situated just below the gable. The windows are glazed and have wooden shutters which open upwards and outwards. Directly beneath these windows, just above ground level, a series of hatches measuring 35 x 35 cm have been installed. On the outer sides of the hatches, wooden shutters have been fitted; these again open upwards and outwards. Inside the hatches there is a lining of perforated tinplate.

3. General:

More technical personnel have been hired during the past three weeks, but a shortage of general laborers is seriously retarding progress on this project.

In the late autumn of 1954, all the main concreting on the airfield is scheduled to have been completed, and the majority of the workmen at present employed, together with practically all heavy machinery and other building equipment, are to be transferred to a new airfield project near Erfurt. A responsible Bau Union official has been calling for volunteers from amongst the present workmen of Bau Union Brandenburg employed on the Gross Doelln project, to move to Erfurt, where it is understood a total of 5000 workmen are required.

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